

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
OFFICIAL ADMIRALTY have given
a licence of 100 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WIRE GAUZE
MOSQUITO NETTING.
Stocks kept at reasonable
prices.
ALEX. ROSS & Co.,
Phone 27.

No. 18,131. 號一十三百一千八百一第 日四十二月五年辰丙 HONGKONG, SATURDAY, JUNE 24TH, 1916. 六拜禮 號四十二月六年五國民華中 PRIOR, \$3 PER MONTH.

THE HOME MAILS

TO ARRIVE
June 25th. Europe (via Siberia), per
S.S. MAGELLAN.
June 26th. Europe (via Negapatnam), per
S.S. ATSUH MARU.
TO DEPART
June 25th. Haiphong, Tourane, Saigon,
Singapore, India, Colombo,
Aden and Europe, at 9 a.m.,
per S.S. MAGELLAN.
June 27th. Europe (via Siberia), at 9
a.m., per S.S. ATSUH MARU.
June 27th. Europe (via Siberia), at 3
p.m., per S.S. SADO MARU.
June 27th. Formosa (via Keelung, Shang-
hai, North China, Japan (via
Mojji, Victoria, B.C., Seattle
and United Kingdom (via
Canada, at 3 p.m., per S.S.
SADO MARU.
June 28th. Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per S.S.
NYANZA.
June 29th. Europe (via Siberia), at 3
p.m., per S.S. YINGKOW.
July 1st. Europe (via Siberia), at 9
a.m., per S.S. MONTAGUE.
July 1st. Keelung, Shanghai, North
China, Japan (via Mojji, Vic-
toria, B.C., Vancouver, United
Kingdom (via Canada, at 10.30
a.m., per S.S. MONTAGUE.
N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

FRENCH LESSONS

G. MOUSSON,
15, MOHRISON HILL ROAD.
732

A LING & CO.

9, QUEEN'S ROAD CENTRAL.
**FURNITURE AND PHOTO GOODS
STORE.**
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 4th February, 1915. 556

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " " "	" 10 "
10.00 " " 11.00 " " "	" 15 "
11.30 " " 12.45 p.m.	" 15 "
12.45 p.m. to 1.15 " " "	" 10 "
1.15 " " 1.45 " " "	" 15 "
1.45 " " 2.15 " " "	" 10 "
2.15 " " 5.00 " " "	" 15 "
5.00 " " 8.10 " " "	" 10 "
NIGHT CARS.	
6.50 p.m. and 9.00 p.m.	9.30 to 11.30 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " " "	" 10 "
11.30 " " 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 5.00 " " "	" 15 "
5.00 " " 6.00 " " "	" 10 "
6.00 " " 7.00 " " "	" 15 "
7.00 " " 8.10 " " "	" 10 "

NIGHT CARS as on Week Days
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangements at
the Company's Office Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-table, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comproadors Order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON
General Managers
Hongkong, 12th June, 1915. 500

ON SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JULY TO DECEMBER,
1915. With INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 10th March 1916.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Holders and Repairs of Ships, Engines and Boilers, and Electrical Engineers
Manufacturers of Contrails Condensers, Stone's Manganese, Bronze Castings,
Patent's Steam Turbines and Turbo-Alternators, etc.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 510 feet 250 714 feet
Width of Entrance on bottom ... 77 " 62 " 38 "
Water on Blocks at Spring Tide ... 25 " 24 " 44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1, 7,000 tons. No. 2, 14,000 tons.
Max. Length of Ship taken in ... 480 feet 480 feet
Max. Breadth of Ship taken in ... 58 " 68 "
Max. Draft of Ship taken in ... 23 " 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 8,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 3 inches
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any orders will be promptly attended to and Estimates sent on application. 743

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.

Now well-known throughout the East for
**STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.**

KAIPING COKE.

Completes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.

Office: QUEEN'S BUILDINGS, HONGKONG. Tel. Add: MAISRAH, HONGKONG
Telephone No. 1030

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 136

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Saiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Pass.	2nd Class Pass.	1st Class Pass.	2nd Class Pass.
7.00 a.m.	11.00 a.m.	7.00 a.m.	11.00 a.m.
1.00 p.m.	5.00 p.m.	1.00 p.m.	5.00 p.m.
9.00 p.m.	1.00 a.m.	9.00 p.m.	1.00 a.m.

* Russian Train Time is 25 minutes faster than the S.M.R. Time
The above fares do not include the Express Train Berth Fee.
To the busy train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-
chun at 11.50 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. 444, Yamanashi) At
Dairen, Port Arthur, Mukden, Changchun, and Hankow (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRADING CO.,
Messrs. TROU, COOK & SON, the NORDDEUTSCH LLOYD, and the
NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "MANCHURIA."
Codes: A.B.C. 5th Ed. A.I. and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stock always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chafoo, Shanchai, Hongkong, Manila, Singapore and Peking.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
499

WISEMAN, LTD.

CONTINENTAL CAKES

AND
PASTRIES.

FRESH VARIETY EVERY DAY.

FRESH LEMONS JUST ARRIVED, 60 CTS. PER DOZ.

Hongkong, 20th June, 1916. 18

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the Captain
SUPERINTENDENT OF POLICE, at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, height and
occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
between the hours of 8 A.M. to 1 P.M. and
2 P.M. to 4 P.M. daily.
Hongkong, 16th July, 1915. 77

FOR SALE.
COLLECTION of used MACAU POSTAGE
STAMPS in packets, ALL DIFFERENT.
20 Stamps for \$1. 40 for \$2. 60 for \$3.
80 for \$12. 100 for \$20.

GRACA & CO.
No. 4, WYNDHAM STREET.
Hongkong, 16th June, 1916. 151

NEW CARTRIDGES.
BY popular English Manufacturer.
In all Boxes and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to B&S&G, at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection invited.
WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. 641

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.).
COAL DEPARTMENT.
SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTABE,
KISHIDAKE, YOSHINOTANI, HOJO,
NAMAZUTA, SAYO, KANADA,
SHINNEW, KAMIYAMADA, BIBAI
AND OYUBARI COALFIELDS.
AGENT FOR SAKITO COAL.
HEAD OFFICE:—
MARUNOUCHI, TOKYO.
BRANCH OFFICES:—NAGASAKI, MOJI,
KARATSU, WAKAMATSU, OTARI,
MURORAN, HAKODATE, KOBE,
OSAKA, KURE, TOKYO, YOKOHAMA,
NAGOYA, TSUBUGA, VLADIVOSTOK,
HANKOW, PEKING, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIPHONG AND CANTON.
Cable Address:—"IWASAKI"
Codes:—A.I., A.B.C. 5th Ed., Western Union,
and Bentley's.
Agencies:—
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BOENKE & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 23rd May, 1916. 618

ON SALE.
HONGKONG HANSAW REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session, 1915.
REVISED BY THE MEMBERS.
PRICE \$5.
DAI PRESS OFFICE.
Hongkong, 25th February, 1916.

HOTELS

THE HONGKONG HOTEL

AND
GRILL ROOM.

J. B. TAGGART,
Manager.

16

**KING EDWARD
HOTEL**

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 378.
Tel. Address: "VICTORIA"
J. WITCHELL,
Manager. 25

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort Health and Convenience. Telephones
in every Room. Prompt connection maintained
by six lines to Central.
Fifteen minutes' from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine,
Rooftop Garden and Social Rooms. European
Runners meet Steamers.
P. O. FEUSTER,
Manager. 121

**THE NEW MACAU
HOTEL.**

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been re-
novated throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.
Tel. Add. "Phoenix," Macau.
1st February, 1915. 31

VICTORIA HOTEL.

CANTON.

Situated on the British Concession,
Shameen.

The only European Hotel in
Canton.

Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates
Under the personal Management
of Mr. and Mrs. Geo. E. BYLES.
502

SAVOY HOTEL

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern conveniences.
American or European Plan.
Rates \$4 and \$5 per day.
Special terms to monthly guests.
Cable address: Telephone No. 2510
SAVOY. C. A. FIDDLE,
Manager. 83

SPEND YOUR VACATION

IN
BAGUIO

(PHILIPPINES).

CITY Built on Pine Clad Hills Swept by
Cool and Refreshing Breezes.
5,000 FEET above SEA LEVEL.
65° F. AVERAGE TEMPERATURE.
Eight hours by Rail or Automobile from
Manila.
GOLF, TENNIS, POLO.
MOUNTAIN CLIMBING TO
ALTITUDES OF 9,000 FEET.
FINEST AUTOMOBILE ROADS
IN THE WORLD.
Automobile and Horse Race Tracks
FIRST CLASS HOTELS.
For Information, address:—
THE CITY SECRETARY,
Baguio, P.I.,
or nearest Office of Thos. Cook & Son.
788

"LE MOS"

NATURAL LEMON

SQUASH.

\$1.10 per bottle.

SIRDIR LIME JUICE

CORDIAL.

\$1.00 per bottle.

MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

115

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENCES AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
\$18 per annum. Postage
\$2 to any part of
the World.

INTIMATIONS

MOUTRIE PIANOS

HAVE ESTABLISHED
an unequalled reputation for tone, touch,
artistic construction and lasting qualities.

GUARANTEE

for

FIVE YEARS.

CASH OR EASY TERMS.

MOUTRIE'S.

BEER!



ASAHI!

SAPPORO!



OBTAINABLE EVERYWHERE

SOLE AGENTS:

MITSU BUSSAN KAISHA

HONGKONG.

ICE HOUSE STREET. TEL. 230-155.

109

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is com-
manded by the Queen to thank
Mr. Darlington for a copy of his
Handbook."

"Nothing better could be wished for."
—British Weekly.
Far superior to ordinary guides.
—Daily Chronicle.

Visitors to London should use

DARLINGTON'S

A brilliant book. —The Times.

LONDON. "Particularly good." —Academy.

AND BY E. C. COOK AND ENLARGED EDITION.

E. T. COOK, M.A.

24 Maps and Plans

60 Illustrations.

60 Illustrations.

10 Maps 5s.

DEVON AND

CORNWALL

180 Illustrations.

12 Maps; 5s.

Visitors to Brighton, Eastbourne, Hastings,

Bournemouth, Wye Valley, Severn Valley

Bath, Weston-super-mare, Malvern, Hereford,

Worcester, Gloucester, Llandrindod Wells,

Llangollen, Aberystwyth, Towy, Barmouth,

Dolgelly, Harlech, Criccieth, Pwllheli,

Glandudno, Rhyl, Betws-y-coed, Isle of

Aberdeen, and other resorts should send for

DARLINGTON'S HANDBOOKS in each

of the THE HOTELS OF THE WORLD

a Handbook to the leading Hotels throughout

the World.

LIVINGSTON: DARLINGTON & Co.

LONDON: SIMPKIN & Co.

FORTHCOMING EVENTS.

Monday, 26th June:—

3 p.m.—Auction of Crown Land at Public

Works Dept.

Wednesday, 28th June:—

4 p.m.—Election of a Justice of the Peace

for the Licensing Board.

Saturday, 1st July:—

3.45 p.m.—Third Gynkhana Meeting at the

Races Course, Happy Valley.

Wednesday, 19th July:—

Noon.—The "Derwongse" Steamship Co.

Ltd., Final Winding-up Meeting at the

Company's Office.

12.15 p.m.—The "Pharango" Steamship Co.

Ltd., Final Winding-up Meeting at the

Company's Office.

SMUGGLED OPIUM.

TRICKS OF THE HUNTERS
AND HUNTED.

The large accumulation of cases in the
Mixed Court in connection with offences
relating to the possession of opium (save
the *N.C. Daily News*) again draws atten-
tion to the large amount of the drug
which is being found in Shanghai in all
forms and in all manner of places.

That very extensive smuggling is still
going on is hardly to be doubted when
it is known that the amount of opium
already discovered reaches a total
weight of 1,000,000 lbs. in hundred-
weights, but it is a question whether the
practice is any more extensive than in
previous years. At the same time, fines
amounting to thousands of taels have been
inflicted in the Mixed Courts of both
settlements and it is a significant fact
that a goodly proportion of such fines
have been paid, conclusively showing that
the men engaged in the traffic are making
profits which enable them to stand such
heavy impositions with impunity. In-
deed it has been said, by people who
ought to know, that the opium smuggler
has only to succeed once in getting his
wares past the Customs, out of five or six
times, to make a profit, and it has been
often held in the southern ports that only
a very small proportion of the smuggled
drug is ever captured.

INTERNATIONAL SMUGGLERS.
The story of the combat between the
smugglers and the officials in Hongkong
and Singapore—the absence of many large
hauls in shipping in Shanghai seeming to
prove that very little gets past those
two places—should prove interesting read-
ing when the passing of the Opium Com-
bination begins to be discussed.

That there has been in existence for
many years a powerful band of inter-
national smugglers, operating chiefly
from Europe, has been a matter of com-
mon knowledge, though the authorities
never appear to have secured any of the
prime movers in the matter. Really
its headquarters are in London or Liver-
pool, and if there are any Europeans con-
cerned, there can be but little doubt that
the actual work of transporting the drug
from London or Liverpool to the Far East
is engineered and carried out by Chinese.

There are of course a number of well-
known instances of one or two Europeans
having been caught at the game, from the
foolhardy attempt to pass the drug
through Customs in trunks, which in the
ordinary course have to be examined, to
the well-matured plan to smuggle the
opium in a consignment of tinned sar-
dines, in bundles of papers or as the fire-
proof lining of safes. There still lives
on a picturesque little tongue of land
jutting out from the coast of China an
old gentleman who complains bitterly
that whenever he goes to Manilla the offi-
cials even subject the backs of his hair
brushes to a most searching examination.
He was known to have complained of
this to an American official, who was
astounded that the old gentleman should
be so treated, until he was told that the
complainant knew more about opium and
hollow saw-shafts than he cared to men-
tion.

CLEVER HIDING.

The annoying part of the whole busi-
ness, so far as the police, who make the
searches on the vessels, are concerned, is
that they may have positive information
that a large quantity of opium is on
board a ship and yet not be able to find
it when the vessel comes into their hands.
Generally speaking, the officials in Hong-
kong and Singapore have very good in-
formation and are on the lookout for
certain ships long before they arrive in
port. They have been warned that a
large quantity of opium left a certain
port at home by a certain boat for the
Far East. On reaching Singapore the
vessel may be searched from keel to mast
head, from stem to stern and no trace
of the drug be found, while a similar
investigation in Hongkong may unearth
hundredweights of the stuff.

So often indeed has this happened that
there has developed a very healthy rivalry
between the services in the two ports.
It does happen also that the police of
neither port succeed in finding the goods
though searchers clad in overalls have
turned over the coal in the bunkers, have
spent hours in search and have even paid
subsequent surprise visits, in the hope
that the smugglers, thinking danger past,
have taken steps to land their opium.
Yet with all this care opium still gets
through.

It must be equally exasperating for the
smuggler who is caught to find that the
movements of his drug were known to the
authorities from a very early stage in
the proceedings, to find that the officer
who searches his godown only wants to
see certain bails of merchandise, the date
of whose arrival, marks, etc., were known
to the officer before he started on his visit.

A BATTLE OF WITS.
The explanation given of this in one
quarter is that the places where opium
can be bought in bulk are few and are
known to the authorities, who are ap-
prised of large sales. They naturally
keep an eye on the movements of the drug
until it has left England and the first
business of the smuggling combination is
to cover their tracks and despatch the
goods without the knowledge of their
enemies. The battle of wits that must
take place between the police and their
opponents in Europe is all the more inter-
esting when it is appreciated that secrecy
in despatching the drug is the first factor
of success, while failure in this direction
almost certainly leads to detection at the
other end.

To the good work done in the south is
probably due the large trade in
smuggled Siberian opium which is
undoubtedly going on in Shanghai.
Cases, which have recently come before
the courts do not suggest that illicit im-
portation in bulk is in progress. It
would rather seem that the Chinese crews
of boats plying between this port and
Tairen, make a practice of bringing down
a pound or so at a time, the opium cost-
ing them about \$60 a pound, and the sell-
ing price here being about \$95.

(Continued on next column.)

LITIGATION IN HONGKONG.

WORK AT THE SUPREME COURT
IN 1915.

According to the report of the Regis-
trar of the Supreme Court for 1915, 231
actions were instituted in Original Juris-
diction during the year, and there were
783 pending at the commencement of
the year, as against 342 and 655 respec-
tively in 1914. 140 cases were disposed
of during the year, 45 being settled or with-
drawn before trial, leaving a balance of
831 undisposed of, as against 212, 57 and
785 respectively in 1914. The amounts in-
volved were \$1,298,712, £957 4s. 4d. and
\$673 U.S. currency against \$2,149,955 and
£5,189 11s. 3d. in 1914. The debts and
damages recovered amounted to \$427,589
as against \$1,437,417 and £4,519 1s. 3d.
in 1914. The fees collected amounted to
\$12,502.15 as against \$19,485.90 in 1914.

Seventeen actions were instituted in
Prize, and two ships were condemned,
viz. *Paklot* and *Senguen*.
Over a thousand six hundred and one
Summary Jurisdiction actions were insti-
tuted during the year, and 806 were
brought forward from 1914, as against
2,390 and 412 respectively in 1914. The
amounts involved were \$290,050.95 and
£25 16s. 6d. and the debts and damages
recovered amounted to \$107,090.38 as
against \$456,021.28, £124 18s. 17d.,
\$170,103.17 and £28 10s. respectively in
1914. The fees collected amounted to
\$6,330.65 as against \$9,474 in 1914.

The number of Distress Warrants for
rent issued was 556 representing aggre-
gate unpaid rents amounting to
\$64,172.07, of which the aggregate
sum of \$13,593.39 was recovered, as
against 702, \$89,349.32 and \$37,830.42
respectively in 1914. The fees collected
amounted to \$3,293 as against \$4,443.25 in
1914.

In Criminal Jurisdiction there were 59
cases, and 104 persons committed for trial
at the Criminal Sessions, as against 31
and 50 respectively in 1914. The number
of persons actually indicted was 100 of
whom 70 were convicted and 30 were
acquitted. Against 4 persons the cases were
abandoned. In 1914 the figures were re-
spectively 49, 70 and 14. There were four
appeals, one of which was upheld.

There were 31 petitions filed in Bank-
ruptcy Jurisdiction, 18 being creditors'
petitions and 13 being debtors' petitions.
The figures for 1914 were respectively 74,
49 and 25. The number of Receivers
Orders made was 22 being 11 on creditors'
petitions and 11 on debtors' petitions.
The figures for 1914 were respectively 57,
33 and 22. The number of Public
Examinations held was 12 as against 16
in 1914. The aggregate amount of esti-
mated assets, in cases where Receivers
Orders were made and were not resci-
ded, was \$456,534 and estimated liabilities
\$946,151 as against \$5,644,583 and
\$5,512,215 respectively in 1914. The fees
collected amounted to \$3,760 as against
\$4,379 in 1914 and the Official Receiver's
Commission as Trustees, where no Trustee
had been appointed by the Creditors, to
\$11,795 as against \$12,027 in 1914. In
Probate and Administration, 218 grants
were made by the Court; Probate, 102;
Letters of Administration, 116. The
figures in 1914 were respectively 229, 94
and 135. The aggregate value of the
estates was \$5,933,650 as against \$3,981,770
in 1914. Probate Duties amounted to
\$327,080. Court Fees to \$11,577.87 and
Official Administrator's Commission to
\$1,041.07. The figures in 1914 were re-
spectively \$294,740.15, \$9,286.60 and
\$693.04. There were 63 Estates vested in
or administered by the Official Adminis-
trator during the year, representing an
aggregate value of \$36,453.75. The figures
for 1914 were respectively 48 and
\$35,381.99. Eighteen estates were wound
up during the year, representing an
aggregate value of \$5,367.31 as against 15
in 1914 representing \$8,440.09.

The total number of Trust Estates in
the hands of the Official Trustee at the
end of 1915 was 22, and the aggregate
amount of Trust Funds \$79,409.71, as
against 25 estates aggregating \$83,167.13
in 1914, and certain-house property. Three
estates were wound up during the year.
The amount of commission collected was
\$178.29 as against \$182.17 in 1914.

The total number of Companies regis-
tered from the commencement of the Com-
panies Ordinance, 1865, was 593. Of the
593 Companies which have been on the
Register 37 are in course of being wound
up, 404 (exclusive of those in course of
being wound up) were in existence at the
end of 1915 and 452 have been struck off
the Register. The figures in 1914 were
546, 38, 418 and 390. There were 47 Com-
panies registered in 1915 as compared
with 46 in 1914, the revenue from which
was \$1,114.14, as against \$1,114.14 in 1914.

The number of licences granted under
section 35 of the Companies Ordinance,
1911 (No. 58 of 1911), enabling Companies
operating outside the Colony to keep
Local Registers of members was 152 as
against 152 in 1914. The fees collected in
respect of such licences amounted to
\$53,879.05 as against \$34,131.16 in 1914.
The total sums collected during the
year by way of fees and commission
amounted to \$63,382.63 as against
\$73,422.69 in the previous year.

OPPORTUNITIES AT SHANGHAI.
The present system prevailing in the
river and on land seems to present unique
opportunities for the smuggling, if all
that is said be correct. The river authori-
ties, if they find the opium, and pro-
secute for smuggling, and indeed all such
charges brought within the knowledge of
the writer have been at the instance of
the Customs or river police. It appears
that if the owner of the opium can get
ashore the land authorities cannot pro-
secute for smuggling, a hiatus between
the two systems which presents untold op-
portunities to the law-breaker. Again,
the river services have no female searchers,
and it is stated that women relatives of
the men who have brought the opium
down from Tairen have been active, gain-
ing in getting it ashore.

NAVY LEAGUE WAR

MEMORIAL FUND.

4th LIST OF SUBSCRIBERS TO THE

"STAR AND GARTER"

BUILDING FUND.

Shewan, Tomes & Co.	\$ 500.00
Gross proceeds of Organ Recital at St. John's Cathedral (Ex- penses of advertising, printing, etc., borne by Mr. Denman Fuller)	311.39
Reiss & Co.	100.00
Wilkinson & Crist	100.00
J. R. Greaves	50.00
P. H. Holyoak	50.00
J. Scott Easton	50.00
Been asked	50.00
Positively refused	50.00
E. Howard	25.00
J. T. W.	25.00
J. H. W.	25.00
W. & H.	25.00
A. G. Gordon	25.00
H. B. L. Dowbiggin	25.00
H. A. C.	25.00
G. W. Barton	25.00
F. Graham	25.00
J. A. Young	25.00
J. M. Gordon	25.00
Thibbe	25.00
H. C. S.	25.00
F. H. T. S.	25.00
L. N. M.	25.00
H. H. Taylor	15.00
W. A. S.	10.00
D. M. R.	10.00
R. S.	10.00
W. R.	10.00
P. S. C.	10.00
R. T. B.	10.00
H. R. N.	10.00
J. H. R.	10.00
J. E.	5.00
H. C. H.	5.00
F. A. G.	5.00
G. R. D.	5.00
R. M.	5.00
R. P. J.	5.00
H. E. M.	5.00
J. H. B.	5.00
Collected by Mr. F. E. Rosser	25.00
Eldon Potter	25.00
J. H. Gardiner	10.00
Graves-Egyptian Tobacco Store	10.00
N. Lazarus	10.00
Patell & Co.	10.00
Holmes & Haywood	10.00
Hongkong Cigar Store	10.00
J. J.	10.00
Gutz Bros. & Co.	10.00
Mac	5.00
H. O. H.	5.00
A. C. Botelho	5.00
J. M. B.	5.00
A. E. Cocks	5.00
E. des Vaux	5.00
Pokie P. Wong	5.00
T. F. Claxton	5.00
C. G. A.	5.00
W. H. F.	5.00
V. Bjerre	5.00
V. Anker	5.00
Total as per third list	\$1,929.89
Total to date	4,043.69

E. A. M. WILLIAMS,

Hon. Secretary and Treasurer, Navy

League, Hongkong Branch.

Hongkong, 23rd June, 1916.

VOLUNTEER RESERVE.

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.R.

DETAIL.

On duty till the morning of Friday,

30th inst.—H.K.V.C.

Next for duty—"A" Company.

Ordery Officer—Lieut. Sutherland.

PARADES FOR THE WEEK ENDING THE 1ST JULY.

Monday, 26th inst.:—

Recruits on the Cricket Ground under

drill instructor Sergeant Oxberry at

5.15 p.m. Dress: Drill order.

Machine-Gun Section at Wellington

Barracks under instructor Sergt.

Bowles at 5.30 p.m. Dress: Clean

fatigue.

N.C.O.s. Class of instruction on the

road outside the Law Courts at 5.15

p.m. Dress: Clean fatigue. Officers

will attend.

Signalling Section at Volunteer Head-

quarters at 5.15 p.m. under instruc-

tor Sergt. Mitchellmore. Dress: Clean

fatigue.

Tuesday, 27th inst.:—

A Company on the road outside the

Law Courts at 5.15 p.m. Dress: Drill

order.

Mounted Section on the Polo Ground

at 5.30 p.m. under instructor Q.M.

Sergt. Talbot. Uniform to be worn.

Wednesday, 28th inst.:—

Recruits on the Cricket Ground under

drill instructor Sergeant Oxberry at

5.15 p.m. Dress: Drill order.

N.C.O.s. Class of instruction on the

road outside the Law Courts at 5.15 p.m.

Dress: Clean fatigue. Officers will

attend.

Signalling Section at Volunteer Head-

quarters at 5.15 p.m. under instruc-

tor Sergt. Mitchellmore.

Thursday, 29th inst.:—

Recruits on the Cricket Ground under

drill instructor Sergeant Oxberry at

5.15 p.m. Dress: Drill order.

Machine-Gun Section at Wellington

Barracks under instructor Sergt.

Bowles at 5.30 p.m. Dress: Clean

fatigue.

Mounted Section on the Polo Ground at

5.30 p.m. under instructor Q.M. Sgt.

Talbot. Uniform to be worn.

Friday, 30th inst.:—

B Company, Kowloon Dock and

Taikeo Sections on the Polo Ground

at 5.30 p.m. Remainder on the road

outside the Law Courts at 5.15 p.m.

Dress: Drill order.

Signalling Section at Volunteer Head-

quarters at 5.15 p.m. under instructor

Sergt. Mitchellmore. Dress: Clean

fatigue.

Saturday 1st July, nil.

C. K. H. BRITTON, Capt.,

Adjutant, H.K.V.R.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICES.

The undermentioned members of the

Engineer Co., H.K.V.C., are raised

to the rates of Engineer Pay shown

with effect from 1st April, 1916:—

ELECTRICIANS

No. 1825 Sgt. Middleton-Smith and No.

1835 Spr. Warren

NEW ADVERTISEMENTS

HAVE YOU SUBSCRIBED
TO THE
HONGKONG HUT FUND
FOR OUR SOLDIERS IN FRANCE?
THE MEN DESERVE YOUR HELP.

FOR SALE.
ONE PATTER PATENT OIL ENGINE
HORSE-POWER. Also **ONE**
CROSSLEY'S VERTICAL GAS ENGINE.
Apply—
R.G.A. Mineral Water Factory,
Victoria Barracks.
Hongkong, 24th June, 1916. [825]

NOTICE.
CARLOWITZ & CO.
(IN LIQUIDATION).
CREDITORS are required to send in
their Claims against the above to the
Undersigned, York Building, Chater Road,
on or before **FRIDAY, the 30th June, 1916.**
W. R. LOKLEY & Co.,
Liquidators.
Hongkong, 22nd June, 1916. [822]

FERD. BORNEMANN & CO.
(IN LIQUIDATION).
CREDITORS are requested to send their
Claims against the above to the
Undersigned on or before the 30th June.
JOHN D. HUTCHISON & Co.,
Liquidators.
Hongkong, 20th June, 1916. [819]

CARL BODIKER & CO.
(IN LIQUIDATION).
CREDITORS are requested to send their
Claims against the above to the
Undersigned on or before the 30th June.
JOHN D. HUTCHISON & Co.,
Liquidators.
Hongkong, 20th June, 1916. [820]

NOTICE.
REUTER, BROCKELMANN & Co.
(IN LIQUIDATION).
CREDITORS are required to send in their
Claims against the above to the Under-
signed, St. George's Building, Chater Road,
on or before **FRIDAY, the 30th June, 1916.**
SHEWAN, TOMES & Co.,
Liquidators.
Hongkong, 1st June, 1916. [757]

NOTICE.
WM. MEYERINK & Co.
H. TIMCKE.
ALL CREDITORS are requested to send in
their Claims to the Undersigned on
or before 20th June, 1916.
ALEX. ROSS & Co.,
4, Des Voeux Road,
Liquidators.
Hongkong, 31st May, 1916. [758]

WANTED.
FOREIGN ASSISTANT for Book Office
of Local Shipping Company. Previous
experience essential.
For particulars apply to—
"BOOK OFFICE."
Care of "Daily Press" Office.
Hongkong, 10th June, 1916. [785]

WANTED.
FOR SINGAPORE, CHINESE CLERK with
a good knowledge of Chinese Character,
thorough knowledge of English, essential;
work will be required mainly for translation
work.
Apply—
Care of "Daily Press" Office.
Hongkong, 20th June, 1916. [741]

G. 2533 R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the
letting by Public Auction Sale,
to be held on **MONDAY, the 26th day of**
June, 1916, at 3 P.M., at the Office of the
PUBLIC WORKS DEPARTMENT, by Order of
HIS EXCELLENCY the Governor, of One
LOT of CROWN LAND at Kennedy Town,
in the Colony of Hongkong, for a term of
75 years, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of HIS MAJESTY THE KING, for one further
term of 75 years.

PARTICULARS OF THE LOT.

Section	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth
1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
3	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
4	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
5	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
6	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
7	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
8	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
9	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
10	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
11	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
12	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
13	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
14	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
15	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
16	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
17	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
18	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
19	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
20	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
21	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
22	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
23	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
24	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
25	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
26	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
27	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
28	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
29	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
30	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
31	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
32	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
33	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
34	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
35	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
36	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
37	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
38	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
39	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
40	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
41	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
42	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
43	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
44	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
45	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
46	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
47	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
48	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
49	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
50	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
51	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
52	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
53	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
54	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
55	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
56	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
57	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
58	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
59	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
60	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
61	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
62	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
63	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
64	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
65	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
66	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
67	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
68	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
69	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
70	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
71	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
72	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
73	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
74	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
75	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
76	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
77	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
78	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
79	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
80	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
81	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
82	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
83	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
84	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
85	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
86	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
87	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
88	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
89	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
90	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
91	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
92	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
93	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
94	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
95	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
96	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
97	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
98	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
99	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
100	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2

FOR SALE.
ONE 104 B.H.P. HORNSBY ACKROYD
OIL ENGINE complete with
coupled direct to one 8 K.W. Continuous
Current Shunt Wound Dynamo of 50/70 volts
with shunt regulator.
Also **ONE SWITCHBOARD** for
ACCUMULATORS, DYNAMO, &c. complete
with instruments for 100 Amps.
For further particulars apply to—
LINSTEAD & DAVID,
Alexandra Buildings [764]

TO LET.
FURNISHED ROOMS, with or without
Board. Every convenience.
Apply—
Care of "Daily Press" Office. [773]

HOUSES TO LET

TO LET.
GODOWN, No. 103, Praya East.
Apply—
**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.** [817]

TO LET.
A HOUSE, in Observatory Villas, Kowloon.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road. [811]

TO LET—FURNISHED.
"IDDESLEIGH," 5, Bowen Road, for 2 or
3 months from end of July.
Apply to—
MOWBRAY S. NORTHCOTE,
THE HONGKONG LAND INVESTMENT AND
AGENCY Co., Ltd. [803]

TO LET.
"ROCKLANDS," No. 7, Robinson Road,
from 1st August, 1916, or earlier.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings. [800]

TO LET.
EUROPEAN OFFICES, from 1st July,
comprising the First Floor of No. 25,
Des Voeux Road Central.
Apply to—
ALEX. ROSS & Co. [796]

TO LET.
OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd. [822]

TO LET.
OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,

THE WAR.

GREECE BOWS TO ALLIES' WILL.

DESPERATE FIGHTING AT VERDUN.

ARABIA REVOLTS AGAINST TURKEY.

FIERCE GERMAN ATTACKS ON RUSSIANS.

THE BALKANS.

(THROUGH REUTER'S AGENCY.)

THE GREEK CRISIS.

ALL ALLIES' TERMS ACCEPTED.

ATHENS, June 22nd.

Greece has accepted all the Allies' terms.

The Allies' Note demanded:—

General demobilisation.

Immediate dissolution of the Chamber of Deputies.

New elections.

Substitution of nominees approved by the Allies for police officials and others.

NEW CABINET.

The Cabinet has resigned, and M. Zaimis is the new Premier.

The Zaimis Cabinet has been constituted.

The Entente Ministers have now recommended the removal of the shipping restrictions.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BATTLE OF VERDUN RESUMED.

FURTHER DESPERATE FIGHTING.

PARIS, June 22nd.

4.45 p.m.

To-day's communiqué says:—A German attack at Mort Homme was completely repulsed.

Desperate fighting continued in the region of Vaux Fort.

An attack on Fumin Wood and Chenois Wood was repulsed with terrible losses, but the enemy gained a footing in our advanced positions between the woods.

WON'T YOU LEND A HAND
IN BUILDING
THE HONGKONG HUT
FOR OUR SOLDIERS IN FRANCE?

FURIOUS ARTILLERY BATTLE.
SUCCESSFUL FRENCH COUNTER-ATTACK.

PARIS, June 23rd.

3.5 a.m.

The evening communiqué says:—The bombardment with heavy shells on both banks of the Meuse continued all day with extreme violence. The enemy on the left of the Meuse attacked our trenches between Hill 304 and Bethincourt Brook at six o'clock in the evening, and was completely repulsed with grenades.

A French counter-attack, on the right of the Meuse, in the afternoon, recaptured most of the trenches between Fumin and Chenois Woods.

The bombardment was unprecedentedly violent after six o'clock in the evening.

WELSH FUSILIERS TO THE FORE.

EJECT GERMAN'S FROM TRENCHES.

LONDON, June 23rd.

General Sir Douglas Haig, in a communiqué, says:—After exploding an exceptionally large mine the enemy, under cover of a bombardment, entered our trenches in the morning in the neighbourhood of Givenschy. The Welsh Fusiliers immediately counter-attacked and completely ejected the enemy, who lost heavily.

We exploded a mine in the night in the neighbourhood of the Hohenzollern Redoubt, and occupied the lip of the crater.

To-day there was quiet everywhere.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

TRYING TO STEM THE RUSSIAN TIDE.

FURIOUS GERMAN ATTACKS.

PETROGRAD, June 22nd.

A communiqué reports fierce German attacks in several of the northern sectors, from Dvinsk to the Pripiet which were everywhere repulsed.

South of Lake Vichrevskoe and near Krevo they gained ground, but again lost it.

A German offensive against the north-west quadrant in the Lutsk salient was also conducted with unabated intensity, but without success.

The Russians took 600 prisoners at Sokul, on the Styr, and 218 at Svidniki, on the Stokhod. The fewness of the prisoners at Svidniki is due to the fact that the troops, exasperated by the Germans' employment of expanding bullets, showed no quarter.

The pursuit of the enemy in the Bukhovina continues. A further 1,000 prisoners have been taken, and Radautz has been occupied.

THE NEAR EAST.

(THROUGH REUTER'S AGENCY.)

ARABS PROCLAIM INDEPENDENCE.

OPERATIONS AGAINST TURKS SUCCESSFUL.

CAIRO, June 22nd.

The Grand Sherref of Mecca, supported by the tribes of Western and Central Arabia, has proclaimed Arab independence of Turkey. Operations began on the 9th inst., and have been signally successful. Mecca, Jeddah, and Taif have been captured, and the Turkish garrisons have surrendered, except at two small forts at Taif, which are still resisting. At Jeddah the Arabs captured 1,450 troops and six guns; the numbers captured at Mecca and Taif are as yet unknown.

Medina is closely besieged, and all communications to Hedjaz are in the hands of the Sherref.

The fact that Jeddah is securely in his hands makes it possible to re-open communications by sea, and trade with the Hedjaz ports can be resumed.

It is confidently expected that the obstacles to the annual pilgrimage will now be removed.

THE NEW REVOLT OF ISLAM.

ARABS PERCEIVE THE DOWNFALL OF TURKS.

LONDON, June 22nd.

Discussing "The new revolt of Islam," The Times remarks that the Arab national movement, which has now come to a head, is largely the outcome of misgovernment and oppression. It has been entirely spontaneous, and the present moment was probably chosen in consequence of the Russian successes in Armenia.

The Arab leaders are exceedingly shrewd, and perceive that Turkey is doomed.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

AUSTRIANS STUBBORN RESISTANCE.

ROME, June 22nd.

A communiqué says:—An enemy attack at Mount Sperone and the Ledro Valley was completely repulsed. The enemy are strongly resisting our advance from Asiago.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

GERMAN SUBMARINE PUTS INTO SPANISH PORT.

CARTAGENA, June 22nd.

A German submarine has been docked here for repairs, and left in the morning, a Spanish cruiser and a torpedo-boat accompanying her till she was outside territorial waters.

It is stated that a flotilla of torpedo-boats were watching the movements of the submarine.

THE SUBMARINE'S MISSION AND A BOAST.

LATER.

The submarine was the U 55. It is stated that the vessel carried an autograph letter from the Kaiser to King Alfonso, thanking the latter for the welcome given by Spain to the Germans from the Canaries, for whom the submarine discharged hospital stores.

The commander boasts that he has destroyed 50 ships, including the French liner Provence.

RUSSIAN STEAMER MINED.

PETROGRAD, June 22nd.

A Russian passenger steamer was mined in the Black Sea. Most of the people on board were saved.

GENERAL.

(THROUGH REUTER'S AGENCY.)

ANTI-GERMAN DUTCH.

STRONG FEELING IN EAST INDIES.

AMSTERDAM, June 22nd.

The Hamburger Nachrichten publishes a letter from a prominent German merchant at Sourabaya bitterly complaining of the strong anti-German feeling in the Dutch East Indies. He says that many Germans will certainly leave Java after the war. German successes have not altered the sentiment of the Dutch as "the news service of our enemies serves its function too well."

LORD KITCHENER.

HIS INSISTENCE ON PHYSICAL EFFICIENCY.

LONDON, June 22nd.

Dean Welldon, in a letter to The Times, ascribes the great fall, during Lord Kitchener's headship, of the Army in India, of admissions to hospital of British soldiers suffering from social disease as largely due to Lord Kitchener's insistence upon physical efficiency.

BRITISH BUDGET CHANGES.

LONDON, June 22nd.

Budget changes were announced by Mr. McKenna in the Committee stage of the Finance Bill. They include the abandonment of the increased duty on motor cars, the imposition of an additional tax of 6d. on a gallon of petrol, and various slight readjustments of the income tax. Soldiers and sailors will be charged reduced rates on their pay.

AUSTRALIAN WHEAT FOR FRANCE.

MELBOURNE, June 22nd.

The Hon. Mr. Pearce has announced the sale to France of 200,000 tons of Australian wheat. The sale was arranged in London through the Hon. Mr. Hughes.

FRENCH CHAMBER'S SECRET SESSION.

CONFIDENCE IN THE GOVERNMENT.

PARIS, June 23rd.

The Chamber of Deputies has concluded its secret sittings relative to the Verdun operations, and adopted by a majority of 441 to 39 a resolution declaring that it is resolved to continue to co-operate with the Government, giving a constantly more vigorous impulse to national defence, expressing confidence that the Government would act most vigorously in strengthening the direction of the war, noting with satisfaction the results achieved by France and the Allies, and proclaiming increased faith in victory.

MEXICO ASKS FOR EXPLANATIONS.

WASHINGTON, June 23rd.

The Mexican Ambassador called on Mr. Lansing and asked for an explanation of the action of American troops in approaching the town of Carrizal. He complained of the occupation of two other towns as acts of hostility.

Mr. Lansing informed diplomats of South and Central America that if hostilities develop with Mexico the United States will defend itself against further incursions, but would not intervene in Mexican affairs.

EL PASO, June 22nd.

The Americans are said to have lost 40 killed and 17 taken prisoner in the recent brush with the Mexicans, whose losses are believed to be less.

HONGKONG MAN IN A RAID.

A GRAPHIC LETTER.

The following interesting letter from a well-known Hongkong "boy" Cyril Wilkie, of the 2nd Middlesex Regt. has been received by one of his friends in Hongkong:—

St. Luke's War Hospital
Halifax, Yorks,
26th May.

The last time I wrote I was practising for a little stunt against "Fritz," way back in the woods. Well, we made our show on the night of the tenth. We crept out through our barbed wire and lay down about 30 yards in front of it so as to escape the German shells in answer to our bombardment. We had only just got out when our guns started. It was a bit nerve-shaking, lying there with the shells going whizz-whizz, etc. just over you. The 15 and 18 pounders put 300 shells in 5 minutes into the German barbed wire, where we were to go through. I kept my face pressed into the ground as the bits were flying, and chewed the grass to steady myself; and what made it worse two or three of our own 4.5 shells fell short just behind us, causing one casualty to the ammunal tube party. The tube is for placing on the wire and blowing the wire up. After five minutes the artillery were to stop for 15 seconds and then start again on the flanks of where we were going to raid and the reserve and communication trenches. It was only a bombing raid, not an attack. Well that 15 seconds stoppage was our signal to go across. Mind, all this while there were heavy bombardments going on right and left of the line and in fact it was taken up for miles, and "Fritz" was giving almost as much as he got.

There was a tremendous roar going on and what with the "Verry" lights going up and the flashes of the bursting shells it was almost as light as day. When we had got halfway across the ammunal tube broke, but the officers said "Carry on and use the small auxiliary tube" (we carried one). (To digress a bit, I think by what followed, the Germans must have "stood to" as there was such a heavy bombardment all along the line). We got across to their wire and fixed the tube and set it off which cleared the wire enough for us to get through. Even before that, we had seen that the German trenches were packed with troops and now they were shouting. Of course we rushed through the breach in the wire, but found to our cost that they had barbed wire along the top of their parapet.

We immediately started to bomb them and they us, and shells and bullets and trench-mortars were flying about us. We couldn't get through (even if we had, none would have got out of their trenches again; I'm positive). While we were there trying to cut through the wire I suddenly felt a sting in my right foot and a bomb burst beside me at the same time, then my foot went numb, but I was able to stand. I thought to myself "I am no use if we do get in so I will get back." But they retired almost directly I turned round. It is wonderful what one can do although wounded. I ran (with a limp) back to our trenches and started off (still at the double) down the communication trench to battalion headquarters and the doctor. There were a lot of very long days and I would wait and time "Fritz's" shelling and then dash for the next traverse between shells. When I got about half-way the shelling was fiercer, so I crouched down behind a traverse and stopped there for a little while as the bay was an extra long one.

The shells appeared to be dropping nearer and nearer and I was beginning to think I would have to shift and change my luck, when two more fellows arrived. They said there was a dug-out in the next bay, so when there was a slight lull, we made a dash for it and got inside. We lay there for a long time and we could hear the shells bursting, and we sent a few pieces of shrapnel in but didn't catch any of us. Then the shelling gradually died down.

About this time most of the party came along and my foot was paining awfully; one of them came in and took my boots and socks off and bandaged up my wound. There was a small round hole on the left side of my right foot just behind the ankle and a big hole on the right side, also behind the ankle. He said it was a bomb. As it turned out later we were both right. Well, I was carried down to the doctor and there was carried down to the ambulance and taken to the field ambulance hospital. It was then about 7 a.m. and I must have got wounded about 2 a.m. It was a rather late affair owing to the moon.

At the field ambulance I went "through the mill" what with the probing and sticking a 1/2 inch syringe in the wound and squirting through it to clean it. I arrived here on Tuesday evening. There were two killed and unfortunately they had to leave them on the enemy wire and lots wounded. It is a marvel to me how any of us got back and if they had had a machine gun anywhere near where we tried to get in they must have wiped us all out. When I had been here a day or two they x-ray photographed my foot and found that I had three pieces of shrapnel in it. I long to be out as we are having lovely weather just now. I have been to three concerts at the Y.M.C.A. here and am expecting to go to-night again. Of course I go in a wheel-stretcher. Mother came up here last Monday and comes in every day for a few hours, which is very nice. This is a fine hospital and I am in one of the best wards and the nurses and sisters are very nice too.

HONGKONG POST OFFICE IN 1915.

REPORT OF POSTMASTER-GENERAL.

The annual report of the Post-Master-General of Hongkong for 1915 states that during the year the number of mails, mail bags and packets despatched showed a decrease of 1,905 and the number received a decrease of 6,237, compared with the figures for 1914. The total number of mail bags and packets dealt with amounted to 242,192 as compared with 250,394 in the preceding year. The number of bags and packets sent in transit through the Post Office amounted to 70,892, viz., 1,962 less than in 1914. The parcel receipts handled showed a decrease compared with the figures for 1914 of 949.

Registered articles and parcels handled in Hongkong amounted to 784,590 as compared with 910,496 in 1914. The decrease of 125,906 articles and parcels handled is mainly due to the war. Registered articles despatched and received via Siberia totalled 54,536 as compared with 55,995 in 1914.

REVENUE AND EXPENDITURE.

Revenue during the year amounted to \$368,457.77, a decrease of \$29,998.01 as compared with the year 1914. The decrease in the sale of postage stamps was due to the war and in Boxholders' fees to the abolition of the private letter boxes carried by the Canton Steamers necessitated through the entry of China into the Universal Postal Union.

The expenditure amounted to \$403,699.02, an increase of \$35,241.25 over that of the previous year when certain arrears of outstanding transit dues were recovered. The balance of expenditure over revenue amounted to \$35,241.25.

CHINESE AND MONEY ORDERS.

During the year greater confidence has been shown by the Chinese abroad in availing themselves of the Post Office as the medium for the transmission of money remittances to China, than in the first year of the war. An increase of Inward Money Orders to the amount of \$2,413 has taken place, but the year's working shows a decrease of \$9,431 in the Outward remittances, principally for India and the United Kingdom due to the continued reduction of the British garrisons in the East and the entire absence of His Majesty's Fleet resulting in a net decrease of \$5,017.18 on the Money Order transactions for the year. It is, however, a distinct improvement when compared with the large decrease of \$17,104 which took place in 1914. The same remarks apply to British Postal Orders, where a slight increase in payments is recorded but a decrease of \$6,870 in the sales. The increased demand for Local Postal Orders in 1914 did not continue in 1915, which year shows a decrease of \$4,000.

CHINESE DELIVERY SECTION.

During the year this section handled 1,629,413 ordinary letters, 31,544 postcards, 97,254 newspapers and book-packets, 3,841 samples and 4,149 postal long packets. The registered articles delivered amounted to 210,123 as compared with 210,132 in 1914 a decrease of 9,009 articles on this is a very small decrease considering that the bulk of the registered and the pendence comes from Canada and the United States of America and the shipping facilities in the Pacific have been very poor ever since the outbreak of war. 129,470 registered articles came from the United States of America and Canada and 7,653 from China and other countries. 1,221 insured letters were also sent with.

During the year 978,834 ordinary letters, 4,320 other articles and 4,013 registered articles were despatched to Canton from the Sheung Wan branch Post Office as compared with 1,000,657 ordinary letters 10,530 other articles and 4,127 registered articles in 1914. 1,092,075 ordinary letters, 5,950 other articles and 4,499 registered articles were received from Canton as compared with 975,978 letters, 5,994 other articles and 4,599 registered articles in the previous year.

The native postal business between the Colony and Canton may therefore be considered to have been quite normal throughout the year.

The total revenue collected amounted to \$99,230.60, of which \$59,238.60 were derived from the sale of postage stamps and \$39,992.00 from the sale of revenue (receipt, etc.) stamps. The latter sum is credited direct to the Treasury.

At the Kowloon office the total revenue collected amounted to \$11,813.80, of which \$8,327.94 were derived from the sale of postage stamps and \$3,485.86 from the sale of revenue stamps on behalf of the Treasury, as against \$17,056.83 composed of \$14,718.03 derived from the sale of postage stamps and \$2,338.80 from the sale of revenue stamps in 1914. The decrease is due to the war and the withdrawal of troops from Kowloon. The opening of the new branch office at Yau-mat-ti is a long way off cannot be considered to have contributed in any way to the decrease in revenue at this branch. A sub-office of the General Post Office, Money Order Office, established mainly to meet the demands of the Indian troops stationed in Kowloon, is located at this Branch Post Office.

WAR AND POSTAL SERVICE.

The continuance of the European war throughout the year affected postal business adversely and, in consequence, also the postal revenue. Local postal business continued much as before the war, and the opening of the two new branches of the General Post Office helped to some extent to reduce the general loss of postal revenue. The abolition of the private letter boxes in which the correspondence between firms established in Hongkong with branches in Canton was formerly despatched at a fixed sum of \$30 per box per annum also materially assisted in improving the postal revenue derived from postal business between these two ports. Direct postal services were also established with various West River and neighbouring ports whose correspondence had formerly to pass through Canton entailing considerable delay with the result that the business was very much restricted.

(Continued on next column.)

CANTON HOSPITAL. PLAN FOR REORGANISATION RATIFIED.

A special meeting of the Canton Medical Missionary Society, called by the Managing Committee, was held on the 21st instant, at the Club Theatre, Shamoon, when the plan of reorganization of the Canton Hospital, recommended by the Managing Committee, was ratified, and a Committee composed of Dr. J. O. Thomson, Dr. John Kirk, Rev. J. Speicher and Rev. W. D. Noyes was appointed, with the fullest powers to negotiate with all the Protestant Missionary organizations of the Province with a view to establishing the Canton Union Hospital.

This plan provides that the hospital plant shall be leased to an Associated Board of Directors composed of representatives of any Protestant Mission, other similar organization or individuals, providing by agreement all expenses of a physician, business manager or nurse giving full time to the hospital work, or the equivalent yearly cash unit; two representatives of the Canton Medical Missionary Society and Chinese representatives.

HONGKONG AND WHAMPOA DOCK.

TO SALVE THE S.S. "WISLEY."

The Hongkong and Whampoa Dock Company has secured the contract to save the s.s. "Wisley," and the Company's tug David Gillies will return to the wreck to-day to commence operations. The "Wisley" (late Wray Castle) took fire about the 26th of last month and was beached in Vungro Bay, near Cape Varella, about 640 miles from Hongkong, when on a voyage from New York to Vladivostok. It is anticipated that it will take at least a couple of months to save the vessel and cargo, and bring the ship to Hongkong for repairs. When the David Gillies first visited the wreck the "Wisley" was submerged from the foremast, with about 12 feet of water above deck at the deepest part.

A HERO'S WIDOW.

The British Embassy to France has given \$200 to Madame Jacquet, the widow of a citizen of Lille who was shot by the Germans for having sheltered British and French soldiers. The story of Jacquet is one of the most striking of the war. Despite the imminent danger of the death penalty when the German policy of savagery towards the unhappy people of Belgium was at its height, Jacquet hid and hid dozens of British and French soldiers who were left behind in the retreat of the allied armies, till opportunities offered to smuggle them in twos and threes to the British lines. It is felt that the gift of the Government is not sufficient to express the country's gratitude.

That the smuggling of correspondence has been reduced and the postal revenue has been increased.

Considering the dangers to which shipping in Home waters and in the Mediterranean has been exposed as a result of the German submarine policy the Colony was singularly fortunate in the matter of mails. All mails despatched from Hongkong to the United Kingdom and vice versa arrived safely with the exception of those on board the P. and O. Persia and the Ville de la Croix, both of which ships were torpedoed in the Mediterranean towards the close of the year, and two bags of mail on the Mesopotamian, which was torpedoed in the Atlantic in September. These mails consisted chiefly of second-class mail matter, e.g., newspapers, book packets, etc., but did not include parcels.

RADIO TELEGRAPHY.

The most important event was the opening of the new Government Radio Telegraph Station at Cape D'Aguilar and the consequent establishment of a Radio Telegraph Office at the General Post Office. Communication between the Radio Station and the General Post Office is maintained by means of a telegraph and telephone line from the station to the General Post Office. To facilitate the despatch and receipt of messages the General Post Office Radio Telegraph Office is connected by telephone with the Government and Public telephone systems both of which have an Exchange in the Radio Telegraph Office. The telegraphs to the Gap Rock and Waglan lighthouses and to the Observatory are also now installed in the Radio Telegraph Office having been removed there from the Harbour Office. A telephone connects the public Radio Telegraph counter with the Radio Telegraph Office. This arrangement in addition to facilitating the despatch and receipt of Radio Telegraph messages has also the advantage of combining all the Government telegraphs in one centre, thus saving the duplication of services and staffs. The traffic for the period 15th July to 31st December, 1915, was as follows:—

No. of Messages	No. of Words
Forwarded	157
Received	310
	6,176
	3,500

A statement of the Revenue and Expenditure of the Telegraph Branch of the General Post Office for the year exclusive of the working cost of D'Aguilar Station shows that Revenue amounted to \$2,622.30, of which \$2,194.30 was in respect of radio telegrams. The expenditure amounted to \$4,112.07. The number of messages sent and received has fallen far short of what the public appears to have anticipated (in view of the continued appeals made to the Colonial Government during the past three or four years to establish this station); but it must be borne in mind that there were fewer ships available and that the sending of radio telegraph messages from ships stations during the period of the war has been very greatly restricted.

SKIN DISEASES

Overcome by the Wonderful Blood Purifying Properties of Dr. MORSE'S INDIAN ROOT PILLS.

A person suffering from eruptions of the skin has much to endure. It is not merely the discomfort and irritation and painful sensation, but life is made miserable by depression of spirits. The liver is torpid and the kidneys are partially inoperative, and you feel languid and weak. The disease is in the blood, and when the system is not cleansed through the usual channels, Nature asserts herself, and forces portions of the impurities through the skin in the form of Pimples, Boils and Blisters. External remedies—powders, ointments, lotions—only alleviate; they do not get at the cause. Dr. Morse's Indian Root Pills get at the cause by removing the disease from the Blood. They cleanse the system by stimulating the Liver and strengthening the Kidneys, which filter the Blood and throw off the impure matter through the regular channels.

DR. MORSE'S INDIAN ROOT PILLS

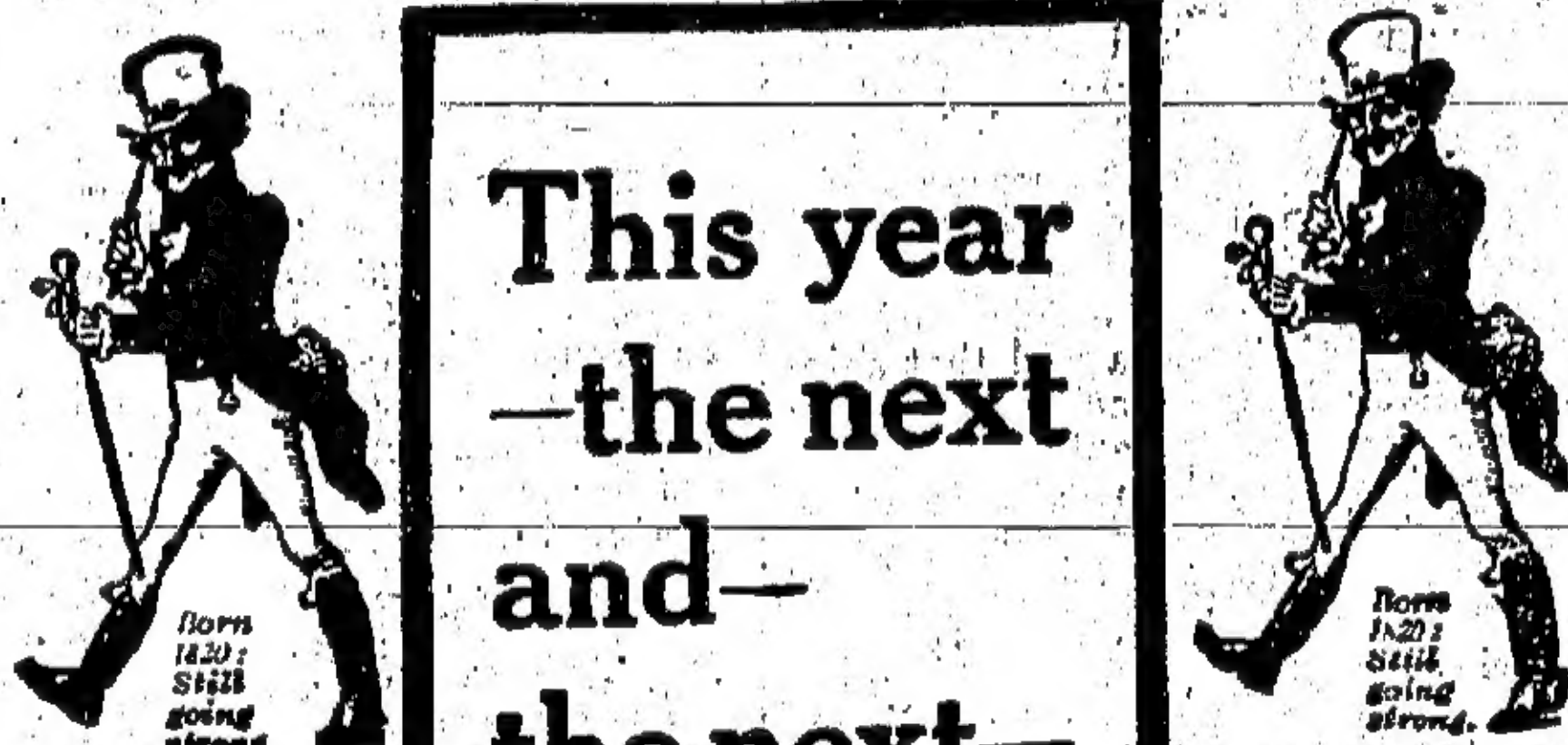
For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 80 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

Bovril develops big reserves of strength

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE



and for years and years after that the "Johnnie Walker" now distilling will be in bond—gradually acquiring the perfection for which "Johnnie Walker" is famous.

Guaranteed same Quality throughout the World.

JOHNNIE WALKER

JOHNNIE WALKER "White" Label.
Over 6 years old.
JOHNNIE WALKER "Red" Label.
Over 10 years old.
JOHNNIE WALKER "Black" Label.
Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

THE HANKOW DISPENSARY, LTD., HANKOW.
CALDERWOOD, MACGREGOR & CO.,
HONGKONG, CANTON & SHANGHAI.

JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, Kilmarnock, Scotland.

VETARZO BLOOD AND NERVE FOOD

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. The remarkable compound, the latest discovery of modern times, is without equal in all cases of defective blood, whether induced by worry, overwork, dissipation, or other causes. It is a powerful blood purifier, and its use results in a complete renovation of the system. It is a powerful blood purifier, and its use results in a complete renovation of the system. It is a powerful blood purifier, and its use results in a complete renovation of the system.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. The remarkable compound, the latest discovery of modern times, is without equal in all cases of defective blood, whether induced by worry, overwork, dissipation, or other causes. It is a powerful blood purifier, and its use results in a complete renovation of the system. It is a powerful blood purifier, and its use results in a complete renovation of the system. It is a powerful blood purifier, and its use results in a complete renovation of the system.

ENEMY'S NAVAL ERRORS.

PRINCE HENRY DISCOUNTS THE DREADNOUGHT.

The naval correspondent of *The Evening Standard* writes: The interview which Prince Henry of Prussia is said to have accorded an Italian engineer, and which has just been published in a Swiss journal, has a certain significance which should not be overlooked. There is good reason to believe that a serious divergence of opinion on naval subjects, and particularly in regard to construction, existed between Prince Henry and Grand Admiral von Tirpitz. If the report of the former's statements to Signor d'Adda is correct, they may supply the key to the recent changes in the high commands of the German Navy, and possibly to modifications of policy. The interview, we are told, took place four months after the declaration of war—that is to say, in the early part of December, 1914. Possibly it was just before or just after the victory of Vice-Admiral Sturdee off the Falklands. It must have been after the Dreadnought cruisers had played such a decisive part in the action in the Heligoland Fight on August 28th of that year. Anyway, by December, certain lessons of the war had been plainly indicated, lessons which after-events only confirm. Prince Henry is represented as saying that he opposed the construction of Dreadnoughts, and asked only for cruisers, mine-layers, and submarines—especially submarines. The German Dreadnoughts, he exclaimed, are fixed at Kiel and Wilhelmshaven, nor can the British Dreadnoughts dig them out. At that time, it must be remembered, our Dreadnought fleet was sweeping the North Sea, while the High Sea Fleet was indeed "nailed fast to its base."

WORK OF ATTRITION.

On the other hand, the German submarines had already taken toll of eight cruisers, including the three *Cressys*, and although the *Emden* had been sunk there were still several raiding cruisers engaged in the destruction of British and Allied commerce on the high seas. Some useful work in the war of attrition, from the German point of view, had also been done by the mines. It would not be strange, therefore, for Prince Henry to see in the experience of the war a confirmation of his views of that he should express a wish that the money Germany had put into the Dreadnought fleet had been spent instead upon cruisers for raiding mine-layers, and submarines. The interesting point for consideration is whether Prince Henry's opinions had at that time any large effect upon naval construction. It will be remembered that von Tirpitz was incubating his submarine blockade just then, the inauguration of which he foreshadowed later in the month. The Grand Admiral's outlook certainly underwent an alteration about that time, and his activity increased considerably from the end of 1914, and although the action off the Falklands rang the death-knell of the original attempt at commerce raiding, it is conceivable that its successes encouraged a hope of its repetitions.

It has been said that the dismissal of von Tirpitz, who was followed into retirement by his chief naval constructor, Admiral Dick, had led to do with his strategic policy or conduct of the war than a conviction arrived at by the All Highest that his building policy had run upon the wrong lines. If this story has any foundation, it may be expected that renewed efforts will be made to put more raiders on the ocean routes, and that the submarine warfare will be pressed with augmented energy, determination, and violence. The country should be prepared to hear of further attempts to repeat the *Muenster* adventures, and of the continued depredations by the *U* boats. Although Admiral de Chair has said that it is impossible for any steamer, sailing ship, or trawler to pass through the network formed by the British cruisers over the North Sea areas without coming under direct observation, this was a pardonable exaggeration.

SIR ROGER'S SHIP.

In face of the fact that Sir Roger Casement's gun-runner got out of the North Sea and reached Irish waters in safety, it must be received with some qualification. Had the purpose of this auxiliary which went to Ireland been other than it was, she might now be sinking ships on the high seas.

The Germans must, of course, be well aware that we are feeling the scarcity of carrying tonnage, for apart from the articles and letters on the subject which have appeared in the papers, Lord Balfour's speech in the House of Lords on Wednesday contained some startling figures, the accuracy of which has not been disputed. The disorganisation of our overseas trade, if it could be successfully accomplished, would have effects which it is difficult to measure. Nor is it likely that Germany would agree to the American proposal that she should discontinue submarine warfare. She will not willingly relinquish such a potent weapon as she has been shown to possess despite the great sacrifice which the counter measures of our seamen cause her to make in using it. That we must prepare in advance, and take all the precautionary measures possible, goes without saying. No time should be lost in giving to ever merchantship a gun. It is far better that the public should realise in advance what they may have to face than that it should come upon them as a shock and surprise.

A grim story comes from Dublin of how a notorious Larkinite appealed on his capture. He was brought before an officer, who took his name and questioned him. Interrupting the officer's question, the prisoner blurted out:

"I wish to have time in order to brief a counsel for my defence. I wish to secure the best counsel in the country."

The officer replied:

"Certainly, your wish will be complied with."

Turning round to an orderly, he instructed him to bring a priest. "That's the best counsel in the world for you."

WAR LEADING WEST AND EAST

BRITAIN'S UNEXPLOITED RESOURCES

THE TIMES MILITARY CORRESPONDENT

War organization forms part of the functions of the General Staff, and we cannot therefore be surprised that our General Staff should have been much preoccupied of late with the Military Service Bill and with all the political convulsions which have attended its stormy birth. But we may hope now that these political worries, which are spared the General Staffs of our friends and enemies, may no longer be inflicted upon Sir William Robertson, and that he may be left completely free to concentrate upon the higher direction of the war which needs all the attention that he can give to it. The German hand is now almost completely exposed, and though there are some good cards in it we are satisfied that ours are better. The Germans have 119 divisions in the West, 49 on the Russian front, and two or three south of the Danube. The Austrians have 76 divisions in all, of which 42 face Russia, and 30 oppose Italy. The Turks have 52 divisions and the Bulgars a dozen or so. We have 311 hostile divisions against us, but the defeat of the German 119 in the West, or of the Austro-German 91 on the Russian front, or of any considerable fractions of these two main groups, will bring the rest of the hostile confederation to its knees. It remains true that it is the German Army upon which all our other enemies lean for support, and if, from the first, the amateurs of our War Council had recognized that we could conquer our enemies by conquering one of them, our enterprises would have been singularly simplified. Inasmuch as we have not struck with all our might at the common centre of gravity of the whole war we have been unprofitable servants. It has been the dispersion of the efforts of the Allies that has been our bane.

THE WESTERN FRONT.

It is strange that the Germans, after gratuitously incurring the hatred of the civilized world by violating Belgium, on the pretext of military necessity, and because, as they declared, the Meuse defences of France were too strong should, after 20 months of war, and after suffering immense loss, have reverted to the strategy from which they at first recoiled. This makes the violators of Belgium look not only criminal but stupid. The German Staff make it a boast that their 25 divisions before Verdun have been opposed by 51 French. There have, of course, been 30 divisions of Germans fighting at Verdun, but, whichever figure we take, no better proof could be afforded of the miscalculation of the German Command than this instructive comparison. For 25 or 30 German divisions to attack an entrenched enemy who has double the number of divisions at his command is not an act of sanity, and we can be sure that the only reason why Falkenhayn has not piled on more troops is that he has no more to pile. He has called up to Verdun the one only German division at disposal in reserve on the whole of the Eastern front, and he has also probably brought up the few divisions from Serbia to try to make good. He can do no more with the weakening of the Army holding the rest of the line, unless it is a fresh formation in the interior of Germany to bring forward, and though the writer cannot speak with assurance on this latter subject it is certain that no such formations have yet been sent to the front.

What is the German's game now? Probably he hopes to overwhelm Verdun and its defenders, and then, sending his heavy batteries and his surplus divisions to join the 40 divisions which he has north of the Somme, to overwhelm us in our turn.

It was pretty desperate strategy, but beggars cannot be choosers, and as Clausewitz taught his pupil Prince, it is sometimes necessary to do things when the chances of succeeding are against us for the excellent reason that we can do nothing better. We cannot be sure that the second act of the drama will not now be played, for the Germans have not moved a man from the British front during the Verdun operation; despite their crying need for men. It is a German interest to cover up the defeat at Verdun by some success elsewhere, and it may be true that the perseverance at Verdun is intended to foster the illusion that Germany is still the strongest and rules the roast. We know better, and if the Germans are pleased to suffer a quarter of a million casualties in a nervous effort to hide from us the truth they are wasting their time. They have a floating balance of some 15 divisions which they throw this way and that in the research for a decision, but such strategic reserves are not enough for the war at its present stage, and it is no use to pretend that they are.

Naturally, this moving spectacle of the gallantry of the French at Verdun, and the much less moving spectacle of the passivity of France's Allies elsewhere, cause impatience in many quarters, and we in England are not exempt from this feeling. We are positively sick of seeing the initiative with the Germans, and ask what our great Armies in France are about. But this impatience should be curbed. We can only attack with success 40 strong German divisions, well entrenched, and provided with formidable obstacles, and armament, when we have the necessary superiority to make success assured, and meanwhile, assuming for argument's sake that the German figures for Verdun are correct, we hold up 40 German divisions, and enable 51 French divisions—we take the German figure—to exhaust 25 German. This suits us all—or, at least, all except the German—very well, and meanwhile we have our own ideas of what we shall do and when we shall do it, and do not intend to allow the German to choose our hour for us. Similarly on the Russian front this is the season when much of this theatre is roadless. It is drawing to an end, as Hindenburg probably telephoned to Charleville twice a day, and it would really be impatience run mad to expect the great armies of Russia to watch without roads.

(Continued on next column.)

EXCESS PROFITS TAX AND INCOME-TAX.

THE CHANCELLORS' ADMISSION.

During the debate in the Finance Bill in the House of Commons last month, the Chancellor of the Exchequer said we could not raise the money we needed for the war without hardships, but he hoped we should not do a permanent injury to the productive power of the country. (Hear, hear.) There was very grave force in the arguments used by those who were opposed to an increase in the excess profits tax. He had been reluctant to increase the rate of charge from 30 to 80 per cent. The force of the argument lay in this; that a very large part of the income of the successful firm in one year became the capital of the next. He believed they were taking now the maximum amount the trade and industry of the country could be called upon to pay.

In Committee he would bring forward a proposal to meet the grievance from the deduction quarterly from dividends of Income-tax at the rate of 5s. in the pound at the source, while the repayment of the overcharge was not made until the end of the year. He would propose that repayments should be made half-yearly. The taxpayer would begin a year now with a repayment from last year, and would get the next repayment at the end of the next six months, so that he would be better off in regard to repayment in the first year, and thereafter would get it every half-year. He would submit also a modification designed to bring the rates on small earned and small unearned incomes into closer relation with each other.

TURKISH AFFAIRS.

It is not only in the West that our General Staff have much to do. What is to be said for the strategy which disposes of four important armies on the frontiers or within the confines of Turkey and provides no co-ordination for the action of the four? Taking Armenia, Mesopotamia, Egypt, and Salonika together, we are superior to the 52 Turkish divisions, but no common strategy regulates the proceedings of our four armies; no single commander directs them; and consequently the Turk, who is the only gentleman and clean fighter that we have met in this war, is having much too good a time. There is nothing to prevent him from concentrating in due course and this is a contingency to which Sir William Robertson is not likely to remain indifferent.

Many of us were utterly opposed to the strategy which failed to distinguish between theatres which required offensive strategy and those which required the reverse, compelling us, against all sound doctrine, to disseminate our resources in distant fields. We are entirely impotent, and believe that we were right. But there is this difference between last year and the present date, namely, that in view of the policy of some of our Allies, and our failure to change this policy, try as we might, we have reluctantly come to the conclusion that we must make the best of a bad job, and no longer press for the return of certain of our errant armies to the principal theatre. It therefore only remains for us to urge that, the policy being what it is, and the dispositions being what they are, all our troops in the theatre of Malta should be actively and usefully employed, and not condemned to unfruitful inactivity any longer. Some very unwise statements concerning the strategy open to these armies have been allowed to appear in print, and it should be obvious that these are not subjects fit for public discussion, and that they may easily entail the failure of our plans. What really matters is that in the East, as in the West, there should be a common objective and a common plan, and that the existing passivity and uncoordinated use of force should be replaced immediately by a totally different conception, based upon the elementary consideration that war is an act of violence and nothing else.

IMPERIAL RESOURCES.

Now that Great Britain and our valiant Dominions are developing their full powers and organizing their manhood for war, the time has fully arrived to inquire whether the rest of the Empire is playing a part in consonance with its population and resources. We cannot feel that India has fully organized her great resources for war, and made full use of anything like full use of the martial qualities and public spirit of her Princes and her people. India should have thrust the Germans out of Persia, have dominated Mesopotamia, defended Egypt, and conquered East Africa, she should have imposed her will upon the East. She has done nothing of the kind, though the state of her finances and the spirit of her people, might well be envied by considerable Powers. Africa similarly is filled with warlike tribes and races who love fighting, and from her millions might easily provide large forces of infantry fit for the attack.

Neither India nor Africa have yet been organized fully for war. We cannot put it lower than by saying that we are almost as short of champions in war as we are in politics. If Rome, for her great wars, could place in line the legions from Britain, Illyria, and Africa, and account these three among the choicest of her army, we are surely, from our much greater territory, should create fresh masses of troops to throw into the war. We are leaving great treasures unused, and as neither the India nor the Colonial Offices have had sufficient imagination or driving power to exploit their unequalled resources for the purpose of war, the sooner that the General Staff take both in hand the better will it be for the success of our arms. Now that the rest of the Empire responds to the direction of the Imperial General Staff, there is no good reason why India and Africa should remain outside the sphere of its activity.



NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR OVER 150 YEARS. THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.

CHILDREN WILL HAVE



CUTICURA SOAP

Because of its soothing emollient properties in all cases of irritation of the skin and scalp, especially when assisted by light touches of Cuticura Ointment.

Samples Free by Post. Cuticura Soap and Ointment sold everywhere. Sample of each with 25¢ box of Cuticura Ointment. Write for it to: CUTICURA CO., P.O. Box 100, Lowell, Mass., U.S.A.

BEEHIVE La-rola

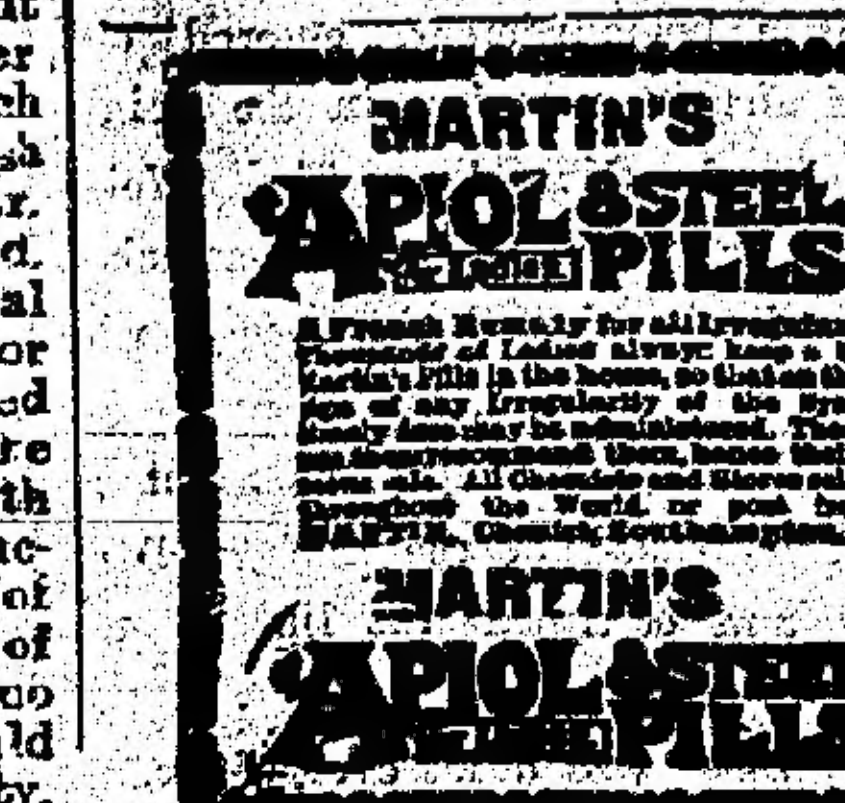
YOUR SKIN AND COMPLEXION can be kept in a Perfect Condition all the year round by a regular use of La-rola. It effectively removes all Roughness, Redness, Irritation, etc., and keeps the skin soft and healthy at all times. Of all High-Class Cosmetics and Skincare, La-rola is the most perfect. Manufactured by M. BETHMAN & SON, CHELTENHAM, ENGLAND.

YOUR HAIR WILL LOOK BETTER

will be finer, softer, smoother, better and denser will disappear. If you take care of it by using ROWLAND'S MACASSAR OIL.

ROWLAND'S MACASSAR OIL,

which will Preserve, nourish, and strengthen it, and as it penetrates to the roots will replace the loss of the natural Oil in the Hair, the want of which causes Baldness. It is sold in a Golden Colour for Fair Hair, of Storer, Chemist, Hairdresser, and Bowdler, 67, Hatton Garden, London. Avoid cheap worthless imitations under the name of similar name which have no Restorative Properties and do not contain that delicate perfume which is the basis of Rowland's Macassar Oil has been so long famous.



SHIPPING

ARRIVALS.

CRINCHA, British str., 1,353, J. V. Sidford, 23rd June—Manila 20th June, General—Butterfield & Swire.
 COLOMBO MARU, Japanese str., 2,910, Komura, 23rd June—Singapore 17th June, General—Nippon Yusen Kaisha.
 LION, British str., 6,527, G. L. Stout, 23rd June—Vancouver 13th May, General—Butterfield & Swire.
 LORIANO, British str., 779, D. W. Ritchie, 23rd June—Haiphong 21st June, Gen. Adl.—Jardine, Matheson & Co.
 SINKING, British str., 1,619, Owen, 23rd June—Shanghai 20th June, General—Butterfield & Swire.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, June 23rd.
 CITY OF VIENNA, British str., for Singapore.
 SHANGHAI, Chinese str., for Kowloon.
 TAIWAN MARU, Jap. str., for Amoy.

DEPARTURES.

June 23rd.
 ABIA MARU, Jap. str., for Quinhon.
 CHOYANG, British str., for Canton.
 DAGFIN, Norwegian str., for Bangkok.
 DERWENT, British str., for Saigon.
 RAUBANG, British str., for Saigon.
 HOKKAI, British str., for Swatow.
 HONGKONG, French str., for Hoihow.
 HONGKONG, British str., for Saigon.
 HONGKONG, British str., for Swatow.
 NAGASAKI, British str., for Shanghai.
 PROMETHEUS, British str., for Swatow.
 SHIRATAI, British str., for Singapore.

PASSENGERS.

ARRIVED.
 Per *Sinking*, from Shanghai, for Hongkong, Mr. Mrs. and Miss Thompson, Miss Roberts, and Mr. Essig.
 Per *Chinchen*, from Manila, for Hongkong, Mr. Walsh, Mrs. Tiffany, Mr. Roberts, Mr. and Mrs. Buck and 2 children, Mr. and Mrs. Crane, Messrs. Osborne, Collins, Allan, and Reish.

VESSELS EXPECTED.

MERCHANT STEAMER.
 The str. *Chakrata* left Singapore for this port on the 19th instant, p.m., and is due here to-morrow.

LATEST STEAMER MOVEMENTS.

The str. *Empress of Asia* left Yokohama on Thursday, the 22nd instant, at 3 p.m.
 The str. *Monteagle* arrived at Moji on Thursday, the 22nd instant, at 1.30 p.m., left Moji next day, at 1 a.m., and is due to arrive at Whooing to-morrow morning, leaving Whooing same day, p.m.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NYANZA".
 Captain J. Gunn, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 29th June, 1916, taking Passengers and Cargo for the above Ports. The str. "NYANZA" will proceed through to Port Said, Marseilles and London.

Silk and Valuable for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the B. I. S. N. Co. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. V. D. PARR, Acting Superintendent, Hongkong, 16th June, 1916.

CANADIAN PACIFIC OCEAN SERVICES. LIMITED (PACIFIC SERVICE).

THE Steamship

"MONTEAGLE" will be despatched from Hongkong at Noon on SATURDAY, 1ST JULY.

for VANCOUVER Via Usual Ports of Call. Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing. J. H. WALLACE, General Agent, Hongkong, 20th June, 1916. [1914]

HONGKONG—NEW YORK.

For NEW YORK.
 S.S. "SAINT BEDE," On or about 2nd July.
 For BOSTON & NEW YORK.
 S.S. "MUNCASTER CASTLE," On or about 15th July.

It is intended that both of the above vessels will proceed via Panama Canal.

For Freight and further information, apply to OODWELL & Co., Ltd., Agents, Hongkong, 8th June, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL.	NYANZA	Brit. str.	—	J. Gunn	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KASHIMA MARU	Jap. str.	—	Tabata	NIPPON YUSEN KAISHA	On 5th July, at Noon.
LONDON VIA USUAL PORTS OF CALL.	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co.	On 13th July, at Noon.
LONDON & SWANSEA	CITY OF BOMBAY	Brit. str.	—	—	THE BANK LINE, LIMITED	On 22nd July.
MAHAGALLA VIA PORTS	MAGELLAN	Freel. str.	—	—	MESSAGERIES MARITIMES	On 27th inst. at 7 a.m.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATHIWAR	Brit. str.	—	—	THE BANK LINE, LIMITED	On 28th inst.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 16th Aug.
SECTORIA, B.C., & SHANTUNG VIA KHELOU, &c.	SADO MARU	Jap. str.	—	Murakami	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
VIETORIA & PACOMA VIA MANILA, &c.	HAWAII MARU	Jap. str.	—	—	OSAKA SHOSHIN KAISHA	On 4th July, at 3 p.m.
*WICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KITO MARU	Jap. str.	—	—	DOYUWELL & Co., Ltd.	On 11th July, at Noon.
NEW YORK	SAINT BEDE	Brit. str.	—	T. H. Hines	KIPPON YUSEN CO., LTD.	About 3rd July.
NEW YORK VIA JAPAN PORTS, SAN FRANCISCO, &c.	TOYOOKA MARU	Jap. str.	—	—	CHINA MAIL S. N. CO., LTD.	On 3rd July, at 4 p.m.
SAN FRANCISCO VIA SHANTUNG, SAN FRANCISCO, &c.	CHINA	Am. str.	—	T. H. Robson	CHINA MAIL S. N. CO., LTD.	On 29th inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	PERIA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 4th July, at 10.30 a.m.
SAN FRANCISCO VIA NAGASAKI	KARIMON	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 12th July.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 18th July, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. N. CO.	On 1st July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. N. CO.	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	W. Dixon Hope	CANADIAN PACIFIC O. S. N. CO.	On 26th July.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF ARIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. N. CO.	On 9th Aug.
AUSTRALIAN PORTS VIA TIMOR	VIKING MARU	Jap. str.	—	T. Sakai	NIPPON YUSEN KAISHA	On 14th July, at 4 p.m.
YAGARAKI, KOBE & YOKOHAMA	BASTION	Jap. str.	—	P. Carter	NIPPON YUSEN KAISHA	On 27th inst. at 11 a.m.
JAPAN	AKI MARU	Jap. str.	—	K. Yoshikawa	NIPPON YUSEN KAISHA	On 14th July, at 10 a.m.
WUHAIRWEL VIA TIENTSIN	TULATAP	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 30th inst.
Kobe & MOJI	CHITSENG	Brit. str.	—	F. E. Garrett	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at 4 p.m.
TIENTSIN	YATSHING	Brit. str.	—	R. S. Anderson	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at D'light.
SHANGHAI & KOBE	KUWINGHOW	Brit. str.	1 m	E. Foreyth	BUTTERFIELD & SWIRE	On 1st July, at 4 p.m.
SHANGHAI	COLOMBO MARU	Jap. str.	—	Nomura	NIPPON YUSEN KAISHA	To-day.
SHANGHAI VIA SWATOW	LUCHOW	Brit. str.	1 m	D. R. Davies	BUTTERFIELD & SWIRE	To-morrow at Daylight.
SHANGHAI	CHOYANG	Brit. str.	—	S. Homewood	JARDINE, MATHESON & Co., Ltd.	To-morrow at D'light.
SHANGHAI	SHANG	Brit. str.	—	W. F. Baker	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at D'light.
SHANGHAI KOBE & YOKOHAMA	APRITA MARU	Jap. str.	1 m	C. Williams	BUTTERFIELD & SWIRE	On 27th inst. at 4 p.m.
SHANGHAI MOJI & KOBE	KIRIN MARU	Jap. str.	—	Sakaki	NIPPON YUSEN KAISHA	On 27th inst. at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	YINGGOW	Brit. str.	1 m	E. S. Jones	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIQUE	Freel. str.	—	Charbonnel	MESSAGERIES MARITIMES	About 29th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m	J. Meathrel	BUTTERFIELD & SWIRE	On 2nd July, at D'light.
SHANGHAI	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	About 4th July.
SHANGHAI	TUPANAN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 11th July.
SHANGHAI MOJI KOBE & YOKOHAMA	SOMALI	Brit. str.	—	L. D. Pinckney	P. & O. S. N. Co.	About 17th July.
SWATOW, AMOY & FOOCHOW	HAIRONG	Brit. str.	2 h	J. W. Evans	DOUGLAS LAFRANK & Co.	On 27th inst. at 2 p.m.
SWATOW, AMOY & FOOCHOW	HAIRONG	Brit. str.	2 h	W. O. Passmore	DOUGLAS LAFRANK & Co.	On 30th inst. at 2 p.m.
SWATOW, AMOY & FOOCHOW	HAIRONG	Brit. str.	2 h	J. S. Thomson	DOUGLAS LAFRANK & Co.	On 4th July, at 2 p.m.
TAMU, V. KEELUNG SWATOW, AMOY	KAISU MARU	Jap. str.	—	M. Kawai	OSAKA SHOSHIN KAISHA	On 5th July, at Noon.
AMING & TAKAO VIA SWATOW & AMOI	SOHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSHIN KAISHA	On 5th July, at 9 a.m.
MANILA	YUNSHANG	Brit. str.	—	W. Manney	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
MANILA, OFRU & ILOILO	CHITREKA	Brit. str.	1 m	Sidford	BUTTERFIELD & SWIRE	On 27th inst. at 4 p.m.
MANILA, BANDAKAN, BATAVIA, SINGAPORE, &c.	CHITREKA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 29th inst. at Noon.
MANILA	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 3 p.m.
BOMBAY VIA SINGAPORE, PENANG, MALACCA & COLOMBO	SAIGON MARU	Jap. str.	—	S. Tokushige	BUTTERFIELD & SWIRE	On 4th July, at 4 p.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	BOMBAY MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSHIN KAISHA	On 28th inst. at 7 a.m.
SINGAPORE, PENANG, HANGKONG & CALCUTTA	SHIRATAI	Brit. str.	—	Kobayashi	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG, HANGKONG & CALCUTTA	TOKA MARU	Jap. str.	—	A. J. Terry	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
BATAVIA, JEREBON, RANARANG, &c.	LIUBANS	Jap. str.	—	Sakamoto	JAVA-CHINA-JAPAN LINE	On 14th July.
HONGKONG & HAIPHONG	LIUBANS	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., Ltd.	On 28th inst. at 8 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	TO	DATE	TIME
MANILA	YUENSANG	Saturday, 24th June, 3 p.m.	
SHANGHAI & SWATOW	CHOYSANG	Sunday, 25th June, 4 p.m.	
WEIHAIWEI & TIENTSIN	CHOYSANG	Monday, 26th June, 4 p.m.	
SHANGHAI & HANKOW	CHOYSANG	Tuesday, 27th June, 4 p.m.	
HONGKONG & HAIPHONG	CHOYSANG	Wednesday, 28th June, 4 p.m.	
KOBE & MOJI	YATSHING	Thursday, 29th June, 4 p.m.	
MANILA	LOONGSANG	Friday, 30th June, 3 p.m.	

RETURN TOUS TO JAPAN.
 The steamers "KOTANG," "NAMESANG," "LAIRANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Taku, Utsun, Jemulson and Labuan.
 UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and descriptions affixed thereto. Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 24th June, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS.

Hongkong, 16th April, 1915

24



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward

FOR STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub. Ex. 10

Hongkong, 16th April, 1915.

AGENTS.

23

VISITORS AT HOTELS.

HONGKONG HOTEL

Mr. R. L. Atkinson
 Mr. H. Murray Bain
 Mr. J. H. Baring
 Mr. W. L. L. Barker
 Mr. E. R. Bellis
 Mr. R. E. Beiles
 Mr. C. D. J. Bell
 Mr. Moore Bennett
 Mr. H. Blackett
 Mr. R. J. Blackett
 Mr. J. J. Blocker
 Mr. W. H. Bridges
 Mr. W. H. Brown
 Mr. T. J. Burns
 Mr. & Mrs. Butterworth
 Capt. L. Cassel
 Mr. H. A. E. Conant
 Mr. N. Croucher
 Capt. J. Dewar
 Capt. F. H. Davies
 Mr. & Mrs. F. E. Davis
 Mr. J. Dewar
 Mr. F. S. Douglas
 Miss M. E. Duffy
 Mr. A. W. Eastman
 Mr. S. P. Elliott and family
 Mrs. C. Finlayson
 Mr. H. W. Fowler
 Capt. Gambrell
 Mr. & Mrs. C. Gardner
 Mr. S. Gibb
 Mr. V. Goudbourne
 Mr. A. G. Gordon
 Mr. & Mrs. P. J. Gray
 Mr. S. M. S. Gubbay
 Mr. G. Hamel
 Mr. & Mrs. W. A. Hannibal
 Mr. G. Harper
 Capt. H. G. Hayner
 Mr. C. A. Henderson
 Mr. A. Hines
 Mr. W. B. Hind
 Mr. W. J. Hodge

KING EDWARD HOTEL

Mrs. R. Almond
 Mr. & Mrs. Baker
 Mr. G. Banerman
 Mr. & Mrs. T. S. Chang
 Mr. C. S. Coy
 Mr. C. Fritz
 Mr. T. van de Graaf
 Mr. T. N. Gregory
 Mr. & Mrs. H. G. Gann
 Mr. & Mrs. Hamman and children
 Mr. F. H. Howard
 Mr. Wm. Jackson
 Mr. J. Joseph
 Mr. A. Lambden
 Miss E. G. Lambden
 Mr. T. Leaman
 Mr. H. McLaughlin
 Mr. D. Muehl
 Mr. E. O. Norris
 Mrs. W. C. Passmore
 Mr. C. E. Richardson
 Mr. J. Sim
 Mr. F. M. Sowers
 Mr. E. M. Sleigh
 Mr. J. Stalker
 Mr. G. E. Stott
 Mr. C. Storky
 Mr. H. Thornton
 Mr. Van Vleet
 Mr. D. H. Wechsel
 Mr. H. Wynmalan

PEARL HOTEL

Mr. F. W. Cary
 Mr. & Mrs. C. D. Carrill
 Mr. & Mrs. W. A. J. Cooper
 Col. R. E. Darling
 Mr. W. J. Dexter
 Mr. & Mrs. E. J. Dingle
 Mr. & Mrs. Doyle
 Mr. C. H. Ellis
 Mr. W. H. Ford
 Mrs. D. H. Fuller
 Mrs. C. Gandiot
 Mrs. E. Gandiot
 Mr. & Mrs. A. H. Hale
 Mr. Y. A. Harland
 Mr. Lee Jones
 Mr. R. F. Mattingley
 Mrs. J. A. Martin and children
 Mr. & Mrs. Meurer
 Mr. & Mrs. Neil MacIntyre
 Mr. & Mrs. V. Melnes
 Mr. & Mrs. L. Perkins
 Mr. & Mrs. E. Ralphs
 Mr. & Mrs. W. E. Roberts and child
 Mr. C. Skott
 Mr. & Mrs. Grant Smith
 Mr. & Mrs. A. Findlay Smith
 Mr. & Mrs. Vivian Findlay Smith
 Mr. W. Swan
 Maj. General Ventris

NOTICES TO CONSIGNEES

CHINA MAIL STEAMSHIP CO., LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO, NAGASAKI, &c.

THE Steamship

"CHINA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, 22nd inst., at 5 p.m., will be landed at Consignees' risk and expense into the Company's godown.

All broken, chafed and damaged packages will be examined at the Company's Godown on THURSDAY, 22nd inst. Claims against the Steamer must be filed with the Company within 10 days of the arrival, otherwise they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by CHINA MAIL S. S. CO., LTD., O. H. RITTER, Agent.

Hongkong, 19th June, 1916. [609]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NELLORE"

Arrived Hongkong on 22nd June, 1916.

FROM LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
 From London, &c., ex. s.s. "Mongolia."
 Optional Goods will be landed here unless instructions are given to the contrary within 8 hours.

Goods not cleared within 8 days including date of arrival will be subject to sale at any time whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR, Acting Superintendent, Hongkong, 22nd June, 1916. [1]

CANADIAN PACIFIC OCEAN SERVICES LIMITED

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA" 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPEROR OF JAPAN"—"EMPEROR OF RUSSIA" 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"MONTEAGLE"—"EMPEROR OF RUSSIA" 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"MONTEAGLE" 1 JULY "EMPEROR OF RUSSIA" 12 JULY "EMPEROR OF JAPAN" 26 JULY "EMPEROR OF ASIA" 9 AUG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING
From HONGKONG Connecting with From COLOMBO
23th June. "KATHIAWAR" 17th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING
From HONGKONG S.S. "SALAMIS" 16th August.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamers Sails.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information, apply to—
THE RANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

GENERAL AGENTS

Hongkong 11th April, 1915.

104

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL
SHANGHAI ... "LUCHOW" ... On 26th June, 4 P.M.
MANILA, CEBU and ILOILO ... "CHINHUA" ... On 27th June, 4 P.M.
SHANGHAI ... "SINKIANG" ... On 27th June, 4 P.M.
SHANGHAI ... "YINGCHOW" ... On 29th June, 4 P.M.
TIENTSIN ... "KUBICHOW" ... On 1st July, 4 P.M.
SHANGHAI ... "SHANTUNG" ... On 2nd July, 4 P.M.
MANILA, CEBU and ILOILO ... "TAMING" ... On 4th July, 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE Weekly.
SS. "LINTAN" and SS. "SANDU"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".
SHANGHAI LINE—PASSENGERS, MAILS and CARGO, SS. "ANHUI", "CHENAN", "LUCHOW", "YINGCHOW", "SHANTUNG", and "SINKIANG" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 24th June, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"HAICHONG" ... Capt. J. W. Evans ... TUESDAY, 27th June, at 2 P.M.
"HAICHONG" ... Capt. W. C. Passmore ... FRIDAY, 30th June, at 2 P.M.
"HAITAN" ... Capt. J. S. Thomson ... TUESDAY, 4th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th June, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "SHIRALA", 5308 tons, Captain A. J. Terry, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 24th June.

S.S. "CHAKRATA", 5682 tons, Capt. T. W. J. Stewart, will be despatched for SINGAPORE & PENANG on 26th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 22nd June, 1916.

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to COLOMBO	Leave HONGKONG Noon	Connecting Mail Str. from COLOMBO	Due at MARSEILLES 1916	Due at LONDON 1916
NYANZA	June 29	Through Steamer	Aug. 4	Aug. 13
NELLORE	July 13	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 8	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 3
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG ABOUT
NANKIN	TUESDAY, 4th July.
NOVARA	SATURDAY, 16th July.
SOMALI	MONDAY, 17th July.
MALTA	SATURDAY, 29th July.
MALTA	SATURDAY, 13th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave H'KONG about	Leave S'PORE about	Due at Marseilles, if calling about	Due at LONDON about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	* KASHIMA MARU Capt. Tabata	21,000	WEDNESDAY, 5th July, at Noon
	* MISHIMA MARU Capt. S. Wada	16,000	THURSDAY, 13th July, at Noon
VICTORIA, B.O. and SEATTLE VIA KUEILUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	* SADO MARU Capt. Anakawa	12,500	TUESDAY, 27th June, at 4 P.M.
	* SHIDZUKA MARU Capt. Nomura	12,500	WEDNESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE & BRISBANE	* NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
	* AKI MARU Capt. K. Yoshikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	* TOSA MARU Capt. Sakamoto	9,000	TUESDAY, 27th June
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	* BOMBAY MARU Capt. Kobayashi	8,000	MONDAY, 3rd July
SHANGHAI and KOBE	* COLOMBO MARU Capt. Nomura	9,000	SATURDAY, 24th June
SHANGHAI, MOJI and KOBE	* KIRIN MARU Capt. Sasaki	9,000	TUESDAY, 27th June
NAGASAKI, KOBE and YOKOHAMA	* AKI MARU Capt. K. Yoshikawa	9,800	FRIDAY, 14th July, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	* ATSUTA MARU Capt. Sato	16,000	TUESDAY, 27th June, at 10 A.M.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, YOKOHAMA, SAN PEAN, CISCO, PANAMA and COLON
* TOYOOKA MARU
Capt. S. Mizuo 15,300
MONDAY, 3rd July, at 4 P.M.

* Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 292 and 293

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
* PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots	SUN., 9th July Noon.
* KIYO MARU	17,200 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon.
* NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.

† Via MANILA, Omitting Shanghai. * Cargo only.

‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails.
KIYO MARU ... 17,200 — 14 knots ... TUESDAY, 11th July.
For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
King's Building. 121

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... ATLANTIQUE ... On or about 29th June.

HOMEWARD
MARSEILLES via HAIPHONG, MAGELLAN ... On or about 28th June, at 7 A.M.
TOURANE and Ports of Call.
(Without Transshipment) ANDRE LEBON ... On or about 8th July.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.
FARE 1: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

TELEPHONE 740

P. THOMAS, AGENT,
QUEEN'S BUILDING.

O. S. K. OSAKA SHOSHEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA
* "HAWAII MARU" ... TUESDAY, 4th July, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

* "SAIGON MARU" ... T. Yamaguchi ... WEDNESDAY, 28th Inst., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

* "NITAKA MARU" ... THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "KAISO MARU" ... SUNDAY, 26th June, at Noon.
* "SOSU MARU" ... WEDNESDAY, 5th July, at 9 A.M.

* Proceeding to Tamsui via Swatow and Amoy.
* Proceeding to Anping and Takao.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	3rd July	On 27th July, 11 A.M.
ST. ALBANS	4th Aug.	On 27th Aug., 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All Cabin-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

22

